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**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. (Cancelled)
2. (Previously Presented) The vehicle suspension assembly of Claim 5 wherein said vehicle support is attached to said magnetized plunger.
3. (Previously Presented) The vehicle suspension assembly of Claim 5 wherein said conductive coil creates an electromagnetic field about said magnetized plunger so as to slow the movement of said magnetized plunger.
4. (Cancelled)

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5. (Previously Presented) A vehicle suspension assembly comprising:  
a shock absorber comprising a magnetized plunger and a conductive coil disposed about said magnetized plunger, said conductive coil forming a circuit;  
a vehicle support attachable to a wheel with one of said magnetized plunger and said conductive coil fixed to move with said vehicle support, said conductive coil for being selectively actuated to provide a magnetic force resisting movement of said vehicle support;  
said magnetized plunger for generating a current in said conductive coil by the movement of said magnetized plunger; and  
a battery in communication with said circuit.
6. (Previously Presented) The vehicle suspension assembly of Claim 5 wherein said battery stores electric energy generated by the movement of said magnetized plunger relative to said conductive coil.
7. (Previously Presented) The vehicle suspension assembly of Claim 5 wherein said circuit comprises a switching circuit configured to control current to at least one of said conductive coil and said battery.
8. (Previously Presented) The vehicle suspension assembly of Claim 7 wherein said switching circuit includes a field effect transistor.

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9. (Previously Presented) The vehicle suspension assembly comprising:
- a shock absorber comprising a magnetized plunger and a conductive coil disposed about said magnetized plunger, said conductive coil forming a circuit;
- a vehicle support attachable to a wheel with one of said magnetized plunger and said conductive coil fixed to move with said vehicle support, said conductive coil for being selectively actuated to provide a magnetic force resisting movement of said vehicle support;
- wherein said circuit comprises a switching circuit; and
- wherein said switching circuit is configured to switch[[es]] at a higher frequency than the frequency of movement of said magnetized plunger.
10. (Previously Presented) The vehicle suspension assembly of claim 9, wherein a control senses movement of said vehicle support and selectively actuates said coil when it is desired to resist movement of said vehicle support.
- 11-12. (Cancelled)

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13. (Previously Presented) A vehicle suspension assembly comprising;
- a shock absorber comprising a magnetized plunger and a conductive coil disposed about said magnetized plunger, said conductive coil forming a circuit;
- a vehicle support for a wheel connected to move with one of said magnetized plunger and said conductive coil, said conductive coil for being selectively actuated to resist movement of said magnetized plunger and hence said vehicle support;
- a control for sensing movement of the wheel and actuating said conductive coil when resistance is desired;
- wherein said magnetized plunger generates a current in said conductive coil by the movement of said magnetized plunger; and
- a battery in communication with said circuit.

14. (Previously Presented) The vehicle suspension assembly of Claim 13 wherein said battery stores electric energy generated by the movement of said magnetized plunger about said conductive coil.

15. (Previously Presented) The vehicle suspension assembly of Claim 13 wherein said circuit comprises a switching circuit configured to control current to at least one of said conductive coil and said battery.

16. (Previously Presented) The vehicle suspension assembly of Claim 15 wherein said switching circuit includes a field effect transistor.

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17. (Previously Presented) The vehicle suspension assembly of Claim 15 wherein said switching circuit switches at a higher frequency than the frequency of movement of said magnetized plunger.

18. (Previously Presented) A method of shock absorption comprising the steps of:  
moving a wheel in a first direction;  
generating an electromagnetic force in a second direction opposing said first direction through movement of a magnetized plunger moving with said wheel;  
controlling the movement of the wheel through the electromagnetic force;  
generating electromagnetic energy from the movement of the magnetized plunger;  
and  
selectively storing the electromagnetic energy based on an amount of movement of the wheel.

19-20. (Cancelled).

21. (Previously Presented) The vehicle suspension assembly of Claim 14 wherein said control determines when to charge said battery based on a level of movement of said vehicle support.

22. (New) The vehicle suspension assembly of Claim 5 wherein said magnetized plunger is displaceable relative to said conductive coil in a generally linear direction.

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23. (New) The vehicle suspension assembly of Claim 9 wherein said magnetized plunger is moveable along an axis relative to said conductive coil.

24. (New) The vehicle suspension assembly of Claim 13 wherein said magnetized plunger is moveable relative to said conductive coil along a first generally linear direction and a second generally linear direction, said first generally linear direction opposite said second generally linear direction.